

Summary of Thrilling Second Race Between Resolute and Shamrock IV.

FOLLOWING is a summary of the second race for the America's Cup; Winner, the Shamrock IV, challenger, Resolute. Distance, 30 miles. Course, triangular, with a broad reach, a short reach and a run. South-southeast, west by north and northeast half north.

Table with columns: Boat Name, Elapsed Time, Corrected Time. Rows for Shamrock IV and Resolute at various stages: Start, First Mark, Ten Miles, Second Mark, Twenty Miles, Finish, Thirty Miles.

The Shamrock IV won by 9 minutes 27 seconds elapsed time. It allowed the Resolute 7 minutes 1 second. The Shamrock IV, therefore won by 2 minutes 26 seconds, corrected time.

Shamrock IV was increasing her long lead rockily. As though to clinch the matter, Capt. Burton readjusted his head sails and again brought out of his lockers the magic "little joker" which had done such marvels earlier in the afternoon.

It was possible now without a glance to see the flashing masts of Resolute marking her position. The committee's tug Barryton and one of the destroyers, that is the mark that must be turned before beginning the run home. If the wind had held true as it blew, the course was charted the final leg of the triangle would have been a beat against the wind. But it had veered so that the last dash became practically a run before the wind, which had been afforded in either of the previous contests of this series.

Challenger Picks Up Breeze. Shamrock was the first to find and respond to the new and welcome breeze. Resolute, she was approaching up now with every inch of her vast spread of canvas bulging beneath its thrust as she stood directly for the shining top of the buoy. Resolute, far back in the pall of haze that hung all day over the bay, did not yet capture full advantage of the fresh breeze. Here was presented probably the most strikingly beautiful picture of the day. The western sun, creeping lower toward the horizon, lit up the great billowy jib topsails, burnishing them like gold.

A thousand feet higher it glistened upon the bulwarks of the United States Navy's dirigible C-6, which hovers midway between the contestants.

At last the Resolute, too, caught the laggard breeze, freshening now momentarily, and heeled over gracefully, making her obedience to the breeze plain. She noted that she was probably a trifle or more astern of the Lipton "sweetheart," and they realized that a stern chase is a long chase. The Shamrock, making a brave attempt to get on the mark at 4:28.23, whistles and strains loosed their pandemonium of gratulation, every American craft joining in the steam peean as generously as though it were in honor of their own.

At the surprise of some aboard the press boats Capt. Burton did not immediately break out his big halibutter for the run home, but tried out other sail experiments. The big halibutter did incur into the sunlight it was seen the sail had in its lower corner a huge rent as big as a barrel.

Shamrock Had Freak Sail. That solved one of the mysteries of the first leg of the race. Almost directly after crossing the starting line the Shamrock tried to break out her balloon jib in a way that inspired a gasp in the stops, and after a hard struggle was taken in. Nobody then knew it had been rent in the operation. It was then that Skipper Burton had replaced it with the rope. The rope was a staystail which was the real nautical sensation of the race. Old yachtsmen never had seen anything like it. They marveled and tried to give it a name. "It looks like a white sheet," said one contemptuously. Others dubbed it the "little joker" and the "freak sail."

None had been more surprised than the committee. They were apparently it was the magic of this "little joker sail" that was gradually pushing the green yacht ahead of the "white hope" and then increasing the lead throughout the period of drifting and hoping for a breeze.

But now homeward bound conditions called for the big balloon and Burton broke it out for all it was worth, despite the great hole in the sail. The hole, which was much of the precious wind spilled aft. The Shamrock finally on the finishing run broke out her spinnaker also and went winging it down toward the ship, like some huge bird with pinions spread.

But the Resolute was getting the full thrust of the wind now, and it was freshening smartly. She made a prettier turn after the mark than Resolute, and scarcely had she gybed around it than out came her ivory white balloon like a full blown lily. It filled instantly and the defender sprang off down the homeward stretch in a way that inspired a gasp in the hearts of her admirers, who refused to concede victory to her adversary.

Some rapid figuring was done now on the decks of many craft. The Shamrock had rounded the mark nine minutes and seven seconds in the lead, the Resolute having crossed at 4:28.23. The American yacht had a time allowance of 7 minutes 1 second, and as she had crossed the starting line 33 seconds after the Shamrock, her time was 35 seconds. She must, therefore, gain nearly two minutes in the sprint home if she is to be a winner.

It Was Shamrock's Day. That was the dramatic situation that brought everybody, seafolk sufferer as well as land yachtmen, up standing and kept him alert during the last hour of the struggle. Could the Herreshoff marvel do it, or had Capt. Burton's success in the jockeying contest for the lead and the advantage won for him apparently by his "little joker" been merely harbingers of the victory to come?

As the Resolute swept around the turn like a racer, she swung into the stretch every vessel in the fleet belted its good will as blithely as steam whistles and strains can do it. Then she came after the Resolute, and it was Shamrock's day, and the Lipton star her once was in the ascendant. Both craft were running briskly now before a nine knot breeze and heading straight for the lightship where they were to complete the triangle either in victory or defeat for the day. Hope and suspense alternated in every breast, according to the symptoms. All the real thrillings of this remarkable race were compressed within the final leg of ten miles, sailing, and at no stage of that effort was it other than "anybody's race." At times it seemed that the Shamrock was leading slightly on the emerald beauty, but champions of the Lipton boat contended just as stoutly that the Shamrock was the "white hope."

Are you reading the remarkable communications of Rev. G. V. Allen in "The World Beyond the Grave," the latest in the "Beyond the Grave" series, the most sensational of an English clergyman, well known as the Rev. G. V. Allen, who has written "The Morning World" for newspapers in advance. London Edition, 10c.

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MAJORITY ON PRIVATE YACHTS

Astor and Whitney Boats Carry Business Men to the Races. J. P. MORGAN IS ON HAND. Henry Ford, Likewise, Sees Contest With Friends From His Own Vessel.

Fewer private yachts and smaller parties on board than went down the bay yesterday for the third of the contests and the reason was easy to find. Fewer men were able to get away from business yesterday than on Saturday, with its half holiday.

In consequence, there was less animation about the station of the New York Yacht Club at the foot of East Twenty-third street and at the foot of West Eighty-sixth street. Those are the most popular points of departure. Some private craft anchor off the Atlantic Yacht Club at Sea Gate.

Of the owners of yachts who started for the yachting course yesterday from the station of the New York Yacht Club at East Twenty-third street only two qualified as veterans of the last preceding contest for the America's Cup seventeen years ago. They were Commodore Arthur Curtis James, owner of the bark Aloha, and Henry Walters, owner of the Narada. There were others who followed the defender and challenger in 1903, Harry Payne Whitney among them, but they were not commanders of steam yachts or power yachts nearly two decades ago. Indeed, in those days the oil burning craft that they sailed in these days had not been developed.

"Yes, seventeen years has brought about many changes in the personnel of yachting," said Superintendent Spencer Curtis, who stands at the head of the contest. "The personal changes in seventeen years are not marked by any sagging in enthusiasm in the new and younger generation of yachtsmen."

Mr. Walters went out to the races with a small party of men on board his Narada. Mrs. James, who is an enthusiastic over yachting as her husband, and has cruised great distances on board the Aloha, accompanied Commodore Curtis. With them were A. R. Whitney, William de Forest Manick, Henry James and Frank Griswold of Philadelphia.

Vicent Amor came ashore to the station from a power yacht Christina to gather in his guests, all men. They included Arthur Iles. Purely masculine also was the party on board Mr. Whitney's power yacht Whiteaway. That party included J. Gordon Douglas, Oliver P. Weston, Jr., and the party of the Washington and William Earl Dodge.

Impetuous duties that could not be set aside even for such a thing as an international yacht race preceded the contest. The party of the Washington and William Earl Dodge.

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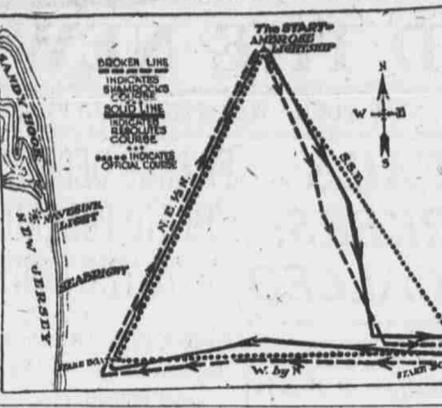
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Course Over Which Race Was Sailed



Time Made by Yachts In Two Races for Cup

HERE are the official time records for the first two legal contests for the America's Cup:

First race (fifteen miles to windward and return). Elapsed Time. First Finish. H. M. S. H. M. S. Shamrock IV... 2 58 01. 4 24 48 Resolute... 2 52 14. Disabled.

Second attempt called off; no race (triangular course, thirty miles). Elapsed Time. First Finish. H. M. S. H. M. S. Resolute... 2 47 14. 5 15 01 Shamrock IV... 2 38 58. 4 49 14.

Second race (triangular course, thirty miles). Elapsed Time. First Finish. H. M. S. H. M. S. Shamrock IV... 2 12 04. 4 19 41 Resolute... 2 16 15. 4 19 10.

DEFENDER FAILS TO WIN ONE LEG

Continued from First Page.

This was impossible yesterday, and the second leg was to be to windward about the wind hold true. It did not.

The preparatory sounded at noon and then the maneuvering began. It was not spirited, the two races seldom being in close company, and each skipper apparently having a plan of his own and not bothering much about his rival.

Balloon jibtopsails were sent up in steps ready to break out and two minutes before the starting signal both yachts bore off for the line, with the Shamrock leading, and she crossed the line at 12:15:48 and broke out the balloon jibtopsail. As it broke the big piece of canvas caught on a hard of the jib and was at once snarled badly.

Resolute, handled very smartly, broke out her balloon jibtopsail before the line was reached and instantly her balloon jib and forestay were run down, so that she was in fine trim as she crossed the line at 12:16:28, or 38 seconds after the Shamrock, and she was moving fast in the light air.

Challenger Makes Bad Start. Booms on the yachts were to port. It was impossible to clear Shamrock's balloon jibtopsail and it had to be lowered. The race of the defender was delayed by the lowering of the balloon jib and forestay.

The wind had fallen lighter. Far to the westward the smoke on the steamers and flags on the yachts showed that there was a nice westerly wind, and three schooners were sailing with all sails drawing well and every one interested in the race hoped this breeze might work off shore. Mr. Burton evidently saw it, because he held the Shamrock high for hours.

Shamrock was slipping in a ocean roll, and each time she hit she slatted the wind out of her sails. Crews on both yachts were leeward to heel lines, having taken the rolls 15 minutes before the challenger and succeeded in keeping her sails fairly full.

Both Yachts Bealmed. The ocean looked like a checkerboard. Calm spots were scattered between spots more darkly colored where a little air was blowing, but aloft there was a little more wind, which was caught in the club topsails and, of course, Shamrock's. The air was benefited. Then the wind died out altogether, and for some minutes the yachts were becalmed. About 1 o'clock it came again from the west and Shamrock's sails were forged into the lead. After that for nearly an hour they did little more than drift, but Shamrock slowly but surely increased her lead until she was about a mile and a half right up to the mark. Both yachts had sailed west of the course heading about south, and at 2 o'clock both jibbed booms to starboard.

This move placed Resolute about a mile and a half to the right of the Shamrock, but the Shamrock, heading higher, gradually overcame this, and when the first mark was seen she was dead ahead of the defender.

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Time Made by Yachts In Two Races for Cup

HERE are the official time records for the first two legal contests for the America's Cup:

First race (fifteen miles to windward and return). Elapsed Time. First Finish. H. M. S. H. M. S. Shamrock IV... 2 58 01. 4 24 48 Resolute... 2 52 14. Disabled.

Second attempt called off; no race (triangular course, thirty miles). Elapsed Time. First Finish. H. M. S. H. M. S. Resolute... 2 47 14. 5 15 01 Shamrock IV... 2 38 58. 4 49 14.

Second race (triangular course, thirty miles). Elapsed Time. First Finish. H. M. S. H. M. S. Shamrock IV... 2 12 04. 4 19 41 Resolute... 2 16 15. 4 19 10.

DEFENDER FAILS TO WIN ONE LEG

Continued from First Page.

This was impossible yesterday, and the second leg was to be to windward about the wind hold true. It did not.

The preparatory sounded at noon and then the maneuvering began. It was not spirited, the two races seldom being in close company, and each skipper apparently having a plan of his own and not bothering much about his rival.

Balloon jibtopsails were sent up in steps ready to break out and two minutes before the starting signal both yachts bore off for the line, with the Shamrock leading, and she crossed the line at 12:15:48 and broke out the balloon jibtopsail. As it broke the big piece of canvas caught on a hard of the jib and was at once snarled badly.

Resolute, handled very smartly, broke out her balloon jibtopsail before the line was reached and instantly her balloon jib and forestay were run down, so that she was in fine trim as she crossed the line at 12:16:28, or 38 seconds after the Shamrock, and she was moving fast in the light air.

Challenger Makes Bad Start. Booms on the yachts were to port. It was impossible to clear Shamrock's balloon jibtopsail and it had to be lowered. The race of the defender was delayed by the lowering of the balloon jib and forestay.

The wind had fallen lighter. Far to the westward the smoke on the steamers and flags on the yachts showed that there was a nice wester